

REMARKS

I. Withdrawn from Consideration Based on 37 CFR 1.142(b)

The Examiner has withdrawn from consideration Claims 12-14, as being directed to a non-elected invention. Applicant has cancelled Claims 12-14 without prejudice or disclaimer in order to expedite prosecution of this application, but applicant reserves the right to pursue a divisional application at the applicant's discretion.

II. Rejections based on 35 U.S.C. 103(a)

The Examiner rejected Claim 15, previously on file, as being unpatentable over Lorenzo in view of King or Travis. Applicant respectfully submits that Claim 15, as amended, is not unpatentable over Lorenzo in view of King or Travis.

Applicant has amended Claim 15 to more patentably distinguish Claim 15 over the prior art. In this regard, applicant has added to Claim 15 the features of at least one lateral-view mirror being coupled to at least one substantially triangular base portion adhered along a length thereof to a side rear side portion of a vehicle. A substantially flat mirror is coupled to a side-view mirror and is dimensioned to allow a driver to view objects positioned lateral to a rear portion of the vehicle by looking at the substantially flat mirror and seeing a reflection of the objects through the lateral-view mirror. New Claim 21 is essentially the same as Claim 15, except that New Claim 21 claims a passenger-side lateral-view mirror and a driver's side lateral-view mirror, with at least one substantially flat mirror coupled to at least one of the

passenger's side lateral-view mirror and driver's side lateral-view mirror. Support for this amendment may be found in the Specification. See, e.g., Figures 3, 4, 6 and 6A.

Applicant respectfully submits that these features are not shown in any of the references, alone or in combination. Lorenzo uses rear, corner-mounted lateral-view mirrors which are coupled to the vehicle with brackets. See, e.g., Figures 5, 7 and 8. This configuration creates several problems. Lorenzo shows mirrors that protrude out from the vehicle (instead of hugging close to the vehicle) and places the mirrors at the corners of a vehicle where they can be damaged or damage other people or objects from both a rear direction and a side direction. Applicant's claimed invention avoids both of these drawbacks, allowing for lateral-view mirrors to be adhered to a side rear portion of a vehicle, which keeps the mirror close to the vehicle, making this configuration more aerodynamic as well as safer. Additionally, a side, rear-mounted mirror is only exposed in one field of direction, limiting the likelihood that the lateral-view mirror will cause damage or be damaged.

Both the King reference and the Travis reference show convex mirrors that are attached to flat, side-view mirrors in order to widen the rear angle of sight. Both the convex and flat mirrors in King and Travis are used to provide an increased ability to see objects within substantially the same field of vision of the underlying mirror. King and Travis do not show or suggest a combination of the convex mirror, the flat side-view mirror, and an additional lateral-view mirror in order to see objects that

would otherwise be in a separate field of vision of the underlying mirrors.

Applicant respectfully submits that none of the references show a three-mirror assembly, as applicant's invention discloses, whereby a standard side-view mirror is used to view objects in a rear direction to a vehicle, a lateral-view mirror to view objects lateral to a rear end of a vehicle, and a substantially flat mirror to convey undistorted images from the lateral-view mirror to the substantially flat mirror to the driver.

Applicant respectfully submits that Lorenzo, the primary reference, does not use an auxiliary mirror to **enhance** images of objects conveyed from lateral view mirrors (which would otherwise be distorted by standard, convex side-view mirrors), and the secondary references King and Travis use a flat mirror to see to the rear and a convex mirror to widen that same rearward field of vision.

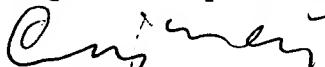
Accordingly, for the foregoing reasons, Applicant respectfully submits that Claims 15 and 21 are not unpatentable over Lorenzo in view of King or Travis. None of the references show the Applicant's features, separately or in combination. In addition, it should be noted that it is not enough that King or Travis could be combined with Lorenzo, there must be a suggestion in the references that suggest the desirability of the combination. See Fromsom v. Advance Offset Plate, Inc., 755 F.2d 1549, 1556, 225 USPQ 26, 31 (Fed. Cir. 1985) (the prior art must suggest to one of ordinary skill in the art the desirability of the claimed combination). Neither King nor Travis make any

suggestion of using a flat mirror to convey objects from a second mirror in order to provide a driver with an additional field of vision.

Applicant respectfully submits that Applicant's claimed invention is deserving of patent protection because it describes, in combination, a useful and functional device which patentably distinguishes over the cited prior art. In conclusion, Applicant respectfully submits that this Amendment, in view of the Remarks offered herein, is fully responsive to all aspects of the objections and rejections tendered by the Examiner in the Office Action. Applicant respectfully submits that he has persuasively demonstrated that the above-identified Patent Application, including Claims 15 and 21, is in condition for allowance. Such action is earnestly solicited.

If there are any fees incurred by this Amendment Letter, please deduct them from our Deposit Account No. 23-0830.

Respectfully submitted,

  
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15. A lateral-view mirror assembly for a vehicle comprising, in combination:

a vehicle; and

at least one substantially triangular base portion having a first side dimensioned to be adhered along a length thereof to a side rear side portion of said vehicle;

at least one lateral-view mirror coupled to a second side of said at least one substantially triangular base portion in a line of sight with a side-view mirror of said vehicle; and

a substantially flat mirror adapted to be coupled to a surface of said side-view mirror of said vehicle and dimensioned to allow a driver to view objects positioned lateral to a rear portion of said vehicle by looking at said substantially flat mirror on said surface of said side-view mirror and seeing a reflection of said objects through said at least one lateral-view mirror.

21. A lateral-view mirror assembly for a vehicle comprising, in combination:

a vehicle; and

a first substantially triangular base portion having a first side dimensioned to be adhered along a length thereof to a driver's side rear side portion of said vehicle;

a first lateral-view mirror coupled to a second side of said first substantially triangular base portion in a line of sight with a driver's side side-view mirror of said vehicle;

a second substantially triangular base portion having a first side dimensioned to be adhered along a length thereof to a passenger's side rear side portion of said vehicle;

a second lateral-view mirror coupled to a second side of said second substantially triangular base portion in a line of sight with a passenger's side side-view mirror of said vehicle; and

at least one substantially flat mirror adapted to be coupled to a surface of at least one of said driver's side side-view mirror and passenger's side side-view mirror and dimensioned to allow a driver to view objects positioned lateral to a rear portion of said vehicle by looking at said substantially flat mirror and seeing a reflection of said objects through at least one of said first lateral-view mirror and said second lateral-view mirror.